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CONGRESSIONAL RECORD — SENATE

August 7

more closely in harmony with the principle of equality of representation.

I do believe, however, that a reasonable amount of time should be given to our State legislatures to comply, in the best tradition of their own deliberative processes, with Supreme Court rulings and lower court orders.

In view of the fundamental nature of the reforms being sought, and the multiplicity of factors that must be considered in the solution, I think it is sensible and reasonable to allow our State governments one regular legislative session to accomplish these needed and long overdue reforms.

My amendment would see that justice is done without having justice unduly delayed.

The PRESIDING OFFICER. The amendment will be received, printed, and lie on the table.

FEDERAL REINSURANCE OF PRIVATE PENSION PLANS ACT—ADDITIONAL COSPONSORS OF BILL

Under authority of the order of the Senate of August 3, 1964, the names of Mr. BARTLETT, Mr. HART, and Mr. RANDOLPH were added as additional cosponsors of the bill (S. 3071) to establish a self-supporting Federal reinsurance program to protect employees in the enjoyment of certain rights under private pension plans, introduced by Mr. HARTKE on August 3, 1964.

INCORPORATION OF AMERICAN ACADEMY OF ACTUARIES—ADDITIONAL COSPONSOR OF BILL

Mr. KEATING. Mr. President, I ask unanimous consent that my name may be added as a cosponsor of the bill (S. 3027) to incorporate the American Academy of Actuaries, introduced by the Senator from Connecticut (for himself and other Senators) on July 24, 1964.

The PRESIDING OFFICER. Without objection, it is so ordered.

AMENDMENT OF FOREIGN ASSISTANCE ACT—ADDITIONAL COSPONSOR OF AMENDMENT NO. 1191.

Mr. MANSFIELD. Mr. President, I ask unanimous consent that the name of the senior Senator from Arkansas [Mr. McCLELLAN] be added as a cosponsor of the amendment (No. 1191), intended to be proposed by the Senator from Illinois [Mr. DIRKSEN] to the bill (H.R. 11380) to amend further the Foreign Assistance Act of 1961, as amended, and for other purposes. This amendment was submitted by the Senator from Illinois on Wednesday, August 5, and provides for a temporary stay of proceedings in any action for the reapportionment of any State legislative body.

The PRESIDING OFFICER. Without objection, it is so ordered.

ADDRESSES, EDITORIALS, ARTICLES, ETC., PRINTED IN THE APPENDIX

On request, and by unanimous consent, addresses, editorials, articles, etc.,

were ordered to be printed in the Appendix, as follows:

By Mr. THURMOND:

Article entitled "Politicians Share Blame for Race Riots," published in the State, of Columbia, S.C., on August 3, 1964.

Article entitled "Prayer and Bible Reading in School," written by the Reverend Mr. Claud L. Asbury and published on June 30, 1964, in the McColl Messenger, of McColl, S.C.

Article entitled "Sinister 'Pattern' Emerging From Probe of Negro Violence," published on August 5, 1964, in the Times and Democrat, of Orangeburg, S.C.

THE FREIGHT-CAR SHORTAGE—MYTH OR REALITY?

Mr. COTTON. Mr. President, the August 6 issue of the Journal of Commerce contains an article which provides a calm, dispassionate, and reassuring analysis of the problem of freight-car shortages.

Its author, Ben Kelley, an experienced and able observer of the transportation scene, lays to rest many of the myths which have persistently clung to this matter. He specifically points out that the demand for boxcars so far this year had fallen considerably short of the number of cars supplied by the railroads last year on a sustained basis over a period of many weeks, and that fears of a serious shortage may be exaggerated.

The article is of special interest, because legislation which unfortunately is linked with the problem is now pending in the Senate. The bill, S. 1063, would give the Interstate Commerce Commission greater power to fix freight-car rental rates. My own views are set forth in the minority views on the bill.

However, as the article implies, the dispute over this proposed legislation has prevented those concerned with the problems from focusing their attention on other, more important aspects of the freight-car supply situation, including such things as Government movements of stored grain from warehouses to ports and elevators at the height of an unusually good crop season.

I hope the day will soon come when those concerned will lay aside their fixed positions on per diem legislation, and will sit down to deal frankly and constructively with the whole freight-car supply question.

I ask that this article be printed in the RECORD, as a part of my remarks.

There being no objection, the article was ordered to be printed in the RECORD, as follows:

FEARS OF FREIGHT-CAR SHORTAGE MAY HAVE BEEN OVERSTATED (By Ben Kelley)

WASHINGTON, August 5.—Say "freight-car shortage" to just about any regular user of the railroads and he'll turn white, start trembling, and beg you to change the subject.

It's an almost built-in reflex, instilled in volume rail shippers by years of shouting about boxcar deficits, legislative and Interstate Commerce Commission pronouncements and, most important, some pretty hair-raising experiences with rail equipment deficiencies.

The reflex is operating again this year, as it almost always does around grain crop time, because of solemn declarations by leading Senators and the ICC that the rail

freight car shortage problem is worse than ever, with no signs of correction in sight.

ICC recently issued a report of its initial investigation of the car situation, and its outlook was gloomy indeed. On its heels came a statement by Senator WARREN MAGNUSON, Democrat, of Washington, chairman of the Senate Commerce Committee, warning that this year may see the worst rail boxcar shortage in the Nation's history.

BILL REPORTED

Senator MAGNUSON's statement accompanied the release of his committee's favorable report of S. 1063, a bill affecting rail intra-industry car rental levels. Not altogether justifiably, this legislation has become inextricably a part of debate over the rail car shortage situation. Senate action on the bill is not expected before next week.

Aside from issuing one background statement on boxcar supply levels and demands, the railroad industry as a whole has kept silent in the face of current ICC and senatorial criticism. But industry carloading figures, and computations based on them, seem to support the proposition that unless circumstances change radically, the Nation is not in for the worst boxcar shortage in its history, as feared by Senator MAGNUSON, nor for that matter is it in for any kind of serious rail equipment deficit this year.

Among other things, the figures show that the railroads are able, under the most severe pressure, to sustain boxcar loading levels far higher than those being currently demanded of them by seasonal grain crop movements.

An examination of adjusted figures for the first 28 weeks of 1963, for instance, shows that during that period the railroads handled an average of 203,555 carloads of boxcar traffic per week, ranging from a high of 219,990 to a low of 184,427 boxcars.

At their heaviest demand point in 1963, the railroads handled a peak of 231,105 loads of boxcar traffic, and for 8 weeks sustained a level of roughly 224,500 carloads of this freight.

These peaks were reached in the fall of the year, when the boxcar shortage had become so acute that ICC and the Association of American Railroads were churning out emergency orders embargoing the movement of grain to glutted ports and elevators, requiring hurry-up return of empty boxcars to owners, and urging surplus roads to send equipment to their deficit colleagues.

DEMAND LIGHTER

These were trying times for grain shippers, ports, the railroads, and other customers who needed but could not get boxcars. They did seem to illustrate, however, that the carriers could under pressure meet demands for up to 224,500 cars a week on a sustained basis.

This year's comparable figures, also adjusted, show that nothing approaching such demands have yet been made on the industry, despite the fact that the Nation already has wrapped up its first major seasonal grain crop harvest and is into its second.

For the first 28 weeks of 1963, the boxcar loading high was 219,990 in one week, the average, 203,555, and the low, 184,427 cars. The high does not nearly approach the high for the same period of last year, not to speak of the 1964 boxcar peak or the sustained 8 weeks of 224,500 cars per week.

NO TROUBLE

While it seems fair on the basis of these figures to say that the railroads are having no trouble this year in meeting demands, grain or otherwise, for boxcars, it also should be stressed that there is a boxcar shortage being felt right now.

And, it can be expected, there will always be a boxcar shortage of sorts on the Nation's railroads, probably even if the Congress passes the pending bill to give ICC greater power over intra-industry car rental rates.